October 2001

ED NEWSLETTER

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IN THIS ISSUE

America On Alert

By VADM George P. Nanos, Jr., COMNAVSEA

Photo by James A. Parcell – The Washington Post

The world is changed again - forever.

America will never be the same. President Bush captured the essence of these horrific acts when he said, "Freedom itself was attacked by a faceless coward." Terrorism has struck America, removing its innocence and sense of trust.

Just like the surprise attack on Pearl Harbor, the terrorist attacks on the World Trade Center and the Pentagon have changed America, its people and our thinking about the future.

"Remember Pearl Harbor" entered America's lexicon, forever to epitomize sinful, evil acts. Now the images of domestic passenger aircraft crashing into edifices, which symbolize the Nation's commerce and military power, create facts that before were unbelievable and unthinkable. This destruction represents the sinister, monstrous faces of terrorism and hatred toward our nation, which has for its existence been dedicated to freedom and world peace.

Twice before we were instrumental in saving the world from total dominance and annihilation during world wars. Then, we provided the beacon of freedom during a Cold War against world communism. Now, we must lead another noble and courageous effort, which is to rid the world of unthinkable terror perpetrated by haters of our people and way of life. The beacon of freedom still casts its light throughout the world and soon it will focus on these perpetrators of terrorism, cowardice, and darkness.

America has been reintroduced to what Franklin Roosevelt called "the warm courage of national unity" during this crisis. As we sort through the ruins for the missing and pray for the location of any survivor, we already are contemplating our missions of finding and destroying the enemy of the world...terrorists who hate America and the peaceful world we have protected.

Now America is filled with a "terrible resolve" and we will defend freedom's home. Each of us must fulfill the roles to which we have been assigned as President Bush has alerted us to "get ready." So, the rescue and recovery work will sift through the rubble, the warrior will plan the operations avenging the innocent, and NAVSEA will continue working hard at keeping America's Navy ready for the first battle of the 21st century.

God bless all of you and God bless America!

Attack on America


Photo by Carmen Taylor via KHBA/KHOG-TV


Photo by Spencer Platt – Getty Images


Photo by Stephen Jaffe – AFP

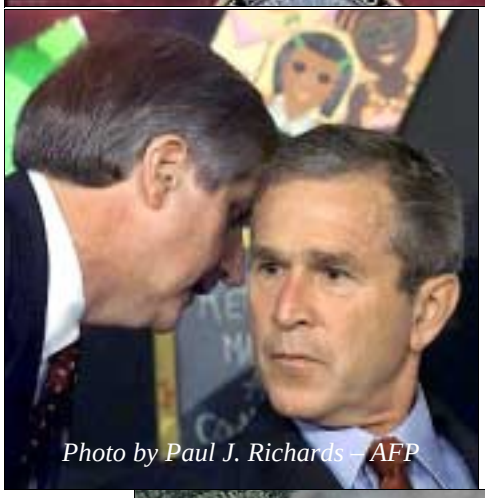
Photo by Paul J. Richards – AFP

Sept. 11, 2001, another "date that will live in infamy."


Photo by Keith Meyers – New York Times


Photo by Larry Downing – Reuters


Photo by Rich Lipsky – The Washington Post

"God Bless America"

United We Stand

Photo by Paul J. Richards – AFP

Photo by Michael Fein – Boston Harold

Photo by Alberto Pizzoi – AFP

Out of the ashes, we will arise.

Photo by Lucian Perkins – The Washington Post

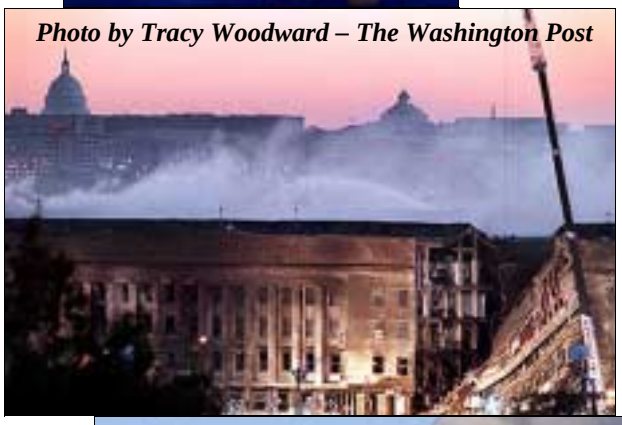

Photo by Tracy Woodward – The Washington Post

The spirit of the American people cannot be broken.

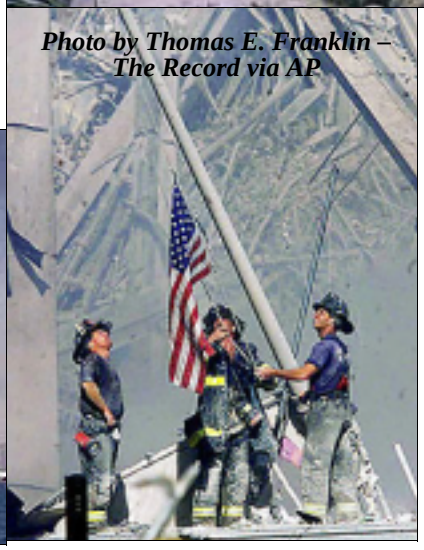

Photo by Thomas E. Franklin – The Record via AP

Photo by Stuart Ramson – AP

"God Bless America"

MESSAGE FROM VADM GEORGE P. NANOS, JR. COMNAVSEA AND SENIOR ED

A key Fleet perception when I arrived in 1998 was that NAVSEA was not deploying new technology fast enough to the Fleet. It is true that we aren't yet as fast as the young U.S. Open Champion Lleyton Hewitt's return volley to Pete Sampras, but I am proud of our efforts to transform research into technologies with impact and select maturing technologies for Fleet use. The sheer volume we offer of more than 300 specific initiatives and technical answers to Fleet problems is most impressive and shows Fleet leaders that we are responding to their needs.

In fact, all along NAVSEA has been selecting and developing technologies for implementation in the Fleet. More often than not we have done that quietly, rather than letting the Fleet know that a NAVSEA command was responsible for a specific solution.

So, the lesson we should take from this is to work quickly at "Getting Technology to the Fleet" and make sure they know that we were their primary solution providers of that technology. The Fleet's impression will be accurate and they will know what NAVSEA has produced for them.

We did just that at the Fleet Maintenance Symposium (FMS) (28-30 Aug) in San Diego. NAVSEA commands saturated FMS with the many things we have been offering to the Fleet for the past year. I spoke to

more than 400 people at the Wednesday luncheon and told them about the Renaissance at NAVSEA, which has provided innovative Fleet support and maintenance efforts.

We erected our NAVSEA City exhibit representing more than 20 commands. A special exhibit, "Getting Technology to the Fleet," showcased important innovative technologies we have made available to the Fleet today, including the wireless firefighting ensemble, remotely operated tank inspection robots, pulse radar tank level indicators and more. These exhibits prove to Sailors and Marines that NAVSEA offers improvements ready for use to reduce shipboard maintenance and freeing them for other important activities.

CAPT William D. "Bill" Needham (NAVSEA 05N) emceed a four-hour NAVSEA "show and tell" on our initiatives, displaying new materials, equipment and maintenance methods to benefit the Fleet. Topics included preservation techniques, innovative space ventilation methods, improved mechanical seals and magnetic couplings, and durable deck coatings. Our NAVSEA professionals outlined how to save the Fleet money, time and effort, while improving the quality of life at sea.

NAVSEA City's Fleet Boulevard included all four of America's Naval Shipyards, who, highlighted submarine repair and modernization efforts, along with the nation's only propeller foundry. America's Naval Warfare Centers prominently displayed key research and development efforts for the Fleet (included NAVSEA Crane, Port Hueneme, Carderock, Dahlgren, Corona, and Keyport).

NAVSEA's nine Supervisor of Shipbuilding, Conversion and Repair (SUPSHIP) commands created an exhibit explaining their diverse missions with private shipyards, as well as maintenance with NAVSEA's naval shipyards.

Technology Showcased

- *Remotely Operated Equipment.* To reduce the manpower requirements and tasks for individuals, NAVSEA has sought new technologies, which offer automated in-line oil analysis, plus pulse-radar measurement and remote inspection for tanks.

See ***Nanos,*** page 17

MESSAGE FROM RADM JOSEPH A. CARNEVALE CINCLANTFLT (N43)

Fleet maintenance remains on the forefront of change. Recent CNO direction has established the Fleet Forces Command (FFC). Leadership is busy putting this plan into motion with the first milestone due on 1 October of this year. As a follow on to my last letter I will continue to update our progress in meeting my vision for Fleet maintenance.

ADM Natter Will Assume Duties of Commander, Fleet Forces Command. As you know, CNO sent out a message establishing the FFC on 1 October 2001. CINCLANTFLT (CLF) will assume concurrent duties as Commander U.S. Fleet Forces Command charged with producing integrated requirements and policies for manning, equipping and training our Navy. The Lead TYCOMs will become the Force TYCOMs. The existing TYCOM structure will still be responsible to their respective fleet commanders, CINCLANTFLT and CINCPACFLT, for delivering ready forces to the warfighting CINCs. As I see it, FFC's role will be critical in the requirements development process. CINCLANTFLT and CINCPACFLT will control execution. There is still a great deal to work out, but the hallmark of the FFC effort will be uniform, coordinated requirements that fully support Fleet readiness.

Maintenance Metrics. Current metrics initiatives are centered on the correlation of resources to material readiness. In other words, what is the effect on a ship's material readiness when we fund maintenance at less than 100% of the requirement? Numerous databases are being consolidated into a common data warehouse. Information is being discovered and shared. The CLF N43 staff has provided some detailed analysis on certain ship classes and is working diligently with CINCLANTFLT N8 to expand the study to the entire Fleet.

Other areas we are exploring are INSURV scheduling and lessons learned, PMS accomplishment and accurate capture of a ships material condition in the ship's CSMP. Also, the next change to the JFMM is in final arbitration and should be hitting the Fleet in short order.

Maintenance Integration. CDR Mark Bracco has relieved retiring CDR John Barentine as the Officer-in-Charge of the Mid Atlantic Regional Business Office (RBO). The RBO is providing the means to evaluate regional industrial capacity and coordinate work assignment among the type commanders. Having uniform processes are critically important to the other important effort ongoing in Mid Atlantic, the Navy Enterprise Maintenance Automated Information System (NEMAIS). This Enterprise Resource Planning (ERP) program will grow from its current effort in intermediate level maintenance to both shipboard and depot level applications.

Maintenance Consolidation. Both Fleets are taking the next steps in intermediate and depot level consolidation. CINCPACFLT is prepared to merge PSNSY and TRF Bangor while CINCLANTFLT has begun a partnership combining the quality assurance, material, safety, and engineering and planning organizations of NNSY and SIMA Norfolk. Organizations exist in the northwest and mid-Atlantic regions to manage the transition. The CNO Executive Board met on 30 March 2001, and approved I&D consolidation. Mission funding of the consolidated industrial activities was considered the best approach. We are working with OPNAV

See ***Carnevale,*** page 17

MESSAGE FROM RADM DENNIS M. DWYER DIRECTOR SSP

As the President and the Secretary of Defense continue to review America's warfighting strategy for the 21st century, much has been written in the press about nuclear weapons. The President has committed to a lower offensive nuclear capability that still has sufficient deterrent ability to dissuade the use of Weapons of Mass Destruction (WMD) against the United States.

The bulk of this mission, which remains the bedrock of U.S. Defense Policy, will continue to be carried out by the Navy's TRIDENT Weapons system and the Engineering Duty (ED) Officers of Strategic Systems Programs (SSP).

Studies of nuclear weapons force structure, weapons safety, security and reliability are all being carried out as part of Secretary Rumsfield's Defense Reviews. These are feeding into the ongoing Nuclear Posture Review.

By the end of 2001, these reviews will validate TRIDENT's position in the new Triad for WMD Deterrence and Defense.

- Offensive nuclear weapons (TRIDENT, ICBM, Bomers)
- Offensive conventional precision weapons
- Missile Defense

This adaptable and flexible deterrence structure will provide the President options in the Post Cold War world that has become more complex every year.

SSP has already started the transformation to 14 SSBNs, all TRIDENT II (D5) capable. *USS Alaska (SSBN 732)* has finished her conversion to D5 in the capable hands of CAPT Greg Bryant and the EDs at Puget Sound Naval Shipyard. She is preparing for sea trials and final D5 system testing with "Commercial-off-the-Shelf" (COTS) Nuclear Fire Control and Navigation systems. Led by EDs CDR Terry Benedict (Fire Control), CDR Frank Weingartner (Navigation) and CDR Chuck Lasota (Ship Integration), the SSP team completed this complex development and land-based testing in record time with initial ship testing running flawlessly. LCDR (S) Chris Hand at NSWC Crane was instrumental in developing detailed COTS support methods and LT Blanca Schaefer at NSWC Dahlgren was key in the integration and nuclear certification of COTS software.

SSP has branched out into the Offensive Conventional Precision Weapons leg of the new Triad. SSP has been selected to design and deploy the Attack Weapons System (AWS) for the OHIO SSGN. CDR Mary Martin and LCDR Tom Vece have been instrumental in the early phases of development of the Launching, Fire Control and Targeting sub-systems. The SSGN is utilizing the transformational Multiple-Purpose All-up-Round Canister (MAC) to take advantage of the huge volume of the TRIDENT missile tubes to deploy numerous TOMAHAWK missiles.

Showing a longer reach, SSP was selected to design and develop a Hard and Deeply Buried Penetrator Warhead for the U.S. Army. Using the road-mobile TACMS missile, EDs CDR Craig Crowe, LCDR Hal Skoog and LCDR Gene Canfield are helping to develop a maneuvering warhead with an integrated GPS guidance and navigation system. The warhead uses the TRIDENT MK4 re-entry body aeroshell and control flaps for extreme accuracy. Flight-testing is scheduled at White Sands Missile Range in 2003.

EDs of all backgrounds are finding all their training put to the task in SSP, in the technically complex area of underwater missile launch and precision weapon systems.

MESSAGE FROM RADM STEPHEN S. ISRAEL NAVSEASYSCOM (SEA 00R)

During the spring and summer of 2001 members of the Naval Reserve Engineering Duty (NRED) Officer Community have supported multiple facets of Naval operations ashore and afloat.

Members of NR SUPSHIP 502, a Reserve Engineering Duty unit supporting SUPSHIP Portsmouth Det Colts Neck, provided key support to the ongoing battle damage assessment and repair of the *USS Cole.*

Among the many inspections conducted on donated ships, NREDs from NR SUPSHIP Det 110 inspected engineering and machinery spaces on board the Ex-*USS Kidd* memorial ship. Inspectors were looking for public safety hazards and ensuring the hull was free of leakage.

Our members also supported maintenance of the seawater system on *USS Key West (SSN 722),* including valve preparation/ inspection, and performed engine maintenance on U.S. Navy tour boats in Pearl Harbor, HI.

In support of new construction projects, NREDs performed pre-launch inspections of the *USNS Pomeroy (T-AKR 316).* (*USNS Pomeroy* is a large, medium-speed, roll-on/roll-off transport ship currently under construction in San Diego.)

NR NAVSEA Det 1606 activated the NAVSEA Command Center (NSCC) during Exercise Positive Force 2001, a JCS exercise designed to test, evaluate, and train in decision making and

execution of mobilization and force deployment in response to multiple crises. During the exercise, the NSCC served as NAVSEA's response cell and was an integral piece in the overall Navy crisis management structure. This is the first time the Command Center has been activated since moving to the Washington Navy Yard.

Beginning in March of this year, Reserve ED Commanders began attending the ED Senior Course at the ED School. This is another significant step toward forming lasting work relationships.

RADM(S) Paul V. Shebalin

Finally, I am very pleased to announce the selection of our next Reserve ED Flag Officer: RADM(S) Paul V. Shebalin. As a Naval Reservist, RADM(S) Shebalin has had an outstanding career serving all facets of our community, including four tours as commanding officer. As a civilian, RADM(S) Shebalin is a Professor of Systems Engineering Management at the Defense Systems Management College (DSMC). He is also an adjunct professor with George Washington University and the University of Maryland University College. He holds the Doctor of Science (Systems Engineering) and Master of Science (Computer Science) degrees from the George Washington University, a Master of Computer Science degree from the University of Virginia, a MBA degree from the University of Oklahoma, and a Bachelor of Arts degree (Mathematics) from Old Dominion University. I am totally confident that he will continue to represent us in a completely outstanding manner.

As we approach the last few months of 2001, NREDs will continue to contribute and perform alongside their active duty partners in assuring that our Navy of the 21st Century will remain #1 in the World, while being ever mindful of the great traditions and legacy left by our predecessors .

MESSAGE FROM RADM PAUL E. SULLIVAN NAVSEASYSCOM (SEA 05)

I'm still learning the ropes after about a week on the job as NAVSEA 05, Deputy Commander for Integrated Warfare Systems. I thought I would share some of my first impressions and thoughts with you.

RADM George Yount

George Yount is one of the finest naval officers I have ever met. He has been a masterful engineer from the getgo. He is one of the few folks we have had that came from a heavy industrial background, yet took NAVSEA's headquarters engineering organization far into the future. His vision, wisdom, and wit will be sorely missed. During his 3-year tenure, he:

- Reorganized and restructured the engineering community, successfully weathering a near 50% reduction in staff with no loss of continuity or expertise. In doing so, he forged a new relationship with the warfare centers which has dramatically altered the way we do business to support the fleet.
- Successfully championed numerous initiatives to save money and improve the lives of our sailors. Examples are powder coatings and a much improved inner spring mattress. While these items don't sound very earth-shattering, they will make a huge difference in the quality of work for our troops. RADM Yount was thoughtful enough to champion them, and shrewd enough to get them put into place quickly and efficiently.

- Took the "lion's share" of assisting the detailers with the hard problems of the "A" slate and community management with Patsy Morgan. This is a thankless job that RADM Yount personally devoted many hours EACH WEEK to getting done.

He has been much more than just a flag officer. He has mentored the entire community, with his steadfast support of our school, making virtually every class as a flag lecturer and counselor. On a personal level, he has counseled, assisted, and mentored almost all the EDs in the community at one time or another.

Admiral Yount's career is one we could all hope to emulate. I encourage you to read his bio on the next page. From the gun line in Vietnam on Destroyers to Supervisor of Shipbuilding in Newport News to numerous shipyard jobs, culminating in Command of Puget Sound Naval Shipyard, to his Flag tours in Washington, he did it all. Fair winds and following seas to the best the ED community has produced in many a year!

NAVSEA 05 TODAY

We are leaner and tougher than ever. There are about 320 folks left in NAVSEA 05, and they are truly the cream of the crop. Many of the "tech codes" moved to the field in the last headquarters downsizing, but we haven't missed a beat. You can still find "Mister Feed Pump" if you need him or her by looking that person up, most likely at NAVSSES Philadelphia. RADM Yount and the SEA 05 Deputy, Mr. Gregg Hagedorn, carefully crafted the strategy, associated movement of people, and operating agreements to preserve technical authority from the field to headquarters.

The results are very good. The item-by-item technical expertise for Hull, Mechanical and Electrical components now resides principally in Philadelphia, and the organization is very responsive to fleet needs. The piece that remains in headquarters is focused on shipwide engineering. Overall systems engineering, design, and integration is alive and well at headquarters. Our engineers support the toughest of the system problems, and are farmed directly to the Program Managers in the PEOs to support ship designs and life cycle management.

See ***Sullivan,*** page 17

Rear Admiral George R. Yount, USN
Deputy Commander for Integrated Warfare Systems
Naval Sea Systems Command
Retired 1 October 2001

Rear Admiral George R. Yount, USN, is the former Deputy Command for Integrated Warfare Systems in the Naval Sea Systems Command. In this assignment, he served as the Navy's Technical Authority for all naval ships and systems.

RADM Yount assumed the position of Deputy Commander for Integrated Warfare Systems, Naval Sea Systems Command in July 1998. He relinquished this position September 27, 2001 at his retirement from naval service.

Born in Menomonie, Wisconsin, RADM Yount attended the University of Wisconsin, Stout, where he earned a Bachelor of Science in Industrial Education in 1968 and was commissioned in the U.S. Naval Reserve and continued on active duty.in October 1968.

Following his commissioning, RADM Yount completed sea assignments aboard *USS Towers (DDG 9)* as Engineer Officer and *USS Bauer (DE 1023)* as Executive Officer. During this period RADM Yount qualified as a Surface Warfare Officer.

In 1974, RADM Yount entered the Naval Postgraduate School where he earned a Master of Science degree in Mechancial Engineering. During his tour at Naval Postgraduate School,

RADM Yount transferred to the Restricted Line as an Engineering Duty Officer. After his tour at the Naval Postgraduate School, RADM Yount served as Assistant CVN Project Officer at Supervisor of Shipbuilding, Newport News, VA and as Submarine Type Desk Officer at Norfolk Naval Shipyard, Portsmouth, VA.

In February 1981, RADM Yount was awarded the designation of "Engineering Duty Officer Qualified in Submarines."

In June 1982, RADM Yount was assigned as the Repair Officer in *USS Dixon (AS 37).* Following this assignment RADM Yount served as Force Maintenance Officer at Commander Submarine Force, U.S. Atlantic Fleet; Shipyard Repair Officer at Portsmouth Naval Shipyard; and Planning Officer at Mare Island Naval Shipyard.

RADM Yount's command tours included: Commander, Puget Sound Naval Shipyard from December 1991 to October 1995 and Commander, Naval Ordnance Center, Indian Head, Maryland from October 1995 to September 1997.

In September 1997, RADM Yount was assigned as Director, Supportability, Maintenance and Modernization Division (N43) in the Office of the Chief of Naval Operations.

RADM Yount's personal awards include Distinguished Service Medal, Legion of Merit with two gold stars, the Meritorious Service Medal with four gold stars, and Navy Commendation Medal with three gold stars and Combat V.

Do You Know Who Your Mentor Is?

By CAPT Robin Hiddemen, NAVPERSCOM (PERS-445)

At the September Senior Course at ED school, I briefed a slide called "Mentor Groups". The room buzzed and even CAPT Exell - normally on top of all things ED - sat up straight to listen. As background, a few years ago the Community Flags took the lead to formally assign Flag Mentors to every Captain. The plan was for the Captains to turn around and mentor Commanders, and for Commanders to mentor Lieutenant Commanders and so forth. Like me, most Captains reached out to a few Commanders in their circle of influence - but it was not enough.

Since then, the Submarine Program-Manager-Career-Type Captains, led by then-CAPTs Sullivan and Butler, formed a mentoring group affectionately dubbed the "Subba Bubbas". These guys met regularly with the objective of properly mentoring officers in this career path. The Subba Bubbas were the first formal mentoring group. The Carrier guys followed - led by our own aviator - CAPT Chuck Bush.

An objective of the mentoring groups is to ensure the community always has a ready locker of candidates for our "crown jewel" jobs - including (but not limited to) Major Program Managers and Major Shore Commands. That requires that we pay attention to the career development of ***ALL*** our officers. The process is as follows:

- Mentor groups take responsibility for career development of officers within a given career path.
- Mentor groups provide candidates for jobs - and - jobs for candidates.
- Mentor groups provide input to the detailer.
- The detailer develops the slate, bearing in mind the triad of detailing - needs of the Navy, needs of the individual, and desires of the individual.
- Flags approve the high priority/ high visibility jobs.

We believe we are starting to see the fruits of the labor involved in this process. Some groups are starting to formally assign O-6 mentors to their constituents.

The following is a list of the Mentor Groups and their current members. Because of the migratory nature of our business, these groups are constantly changing. I have observed that the breadth and depth of the work being done is constantly evolving and improving. Each of these groups has a Flag Sponsor. Obviously some groups are linked to ensure alignment of candidates and jobs - especially in the Ship Program Manager groups and the Industrial group.

- SUBBA BUBBAs - Submarine Programs - CAPTs Heffron, Dullea, Fallone, and CAPT(S) Reed. Executive secretary is CDR Mark Welsh.
- CARRIER- Program/TYCOM/ Carrier CHENGs/SUPSHIPs - CAPTs Bush, Rahall, and Petersen-Overton.
- SURFPACK - Surface Programs/SUPSHIPs - CAPTs Wilkins, Goddard, Stackley, and Lewis. Executive secretary is CDR Pete Nardi.
- C4I Padres - C4I Programs/ Warfare Centers - CAPTs Rodriguez, Polkowsky, Valdes, Ross, Flynn, and Louie. Executive secretary is CDR Art Salindong.
- Industrial - CAPTs Bryant, Hugel, Johnson, and Coumes.
- Combat Systems - CAPTs Hammer, Grant, Bourne, Geary and White. Executive secretary is CDR Tim Atkinson.
- SSP - CAPTs Elliott and Krueger.

So if the answer to my title-question was, "No", then now is the time to take the initiative to find out.

Personnel Changes in Community Management

To make use of an Elvisism…"We have entered the building!" Both John Armantrout and I are in place and ready to serve you. John has his attention fully focused on the calendar year 02 slate (including January and February of 2003). All of you with PRDs in 02 should have been contacted by now. If you haven't, be sure to give us a call and let us know your wishes. The plan is to have two-to-five candidates for each job and two-to-five jobs for each candidate. The draft slate should be ready in December and the final slate in the first quarter of the calendar year.

It is with a heavy heart that we bid farewell to Ida Thompson. Ida has been the foundation of the ED Plans and Policy Office since 1993. We have been blessed with Ida's dedication and she will be impossible to replace. We wish Ida the best as she sails off to retirement on 1 Nov 2001.

Finally, the rumors are true, Patsy, our Mom, is retiring. I go into cold sweats thinking about it. I am sure she will be treated to the Cal Ripkin farewell tour as she visits our various commands in the coming months. She is targeting 30 March 2002 as her retirement date. In the meantime, CDR Bob Klocek is helping out in the SEA 00PZ office. Please welcome him to the team.

Diverse, Challenging Opportunties for EDs at Pearl Harbor NSY and IMF

By Marshall Fukuki, Pearl Harbor NSY and IMF Public Affairs

Hollywood focused the nation's attention this summer on a Pearl Harbor of the past. What could the two young heroes of the movie expect if they were to enter the gates of the present-day Pearl Harbor Naval Shipyard and Intermediate Maintenance Facility (PHNSY & IMF)?

Located on nearly 200 acres on the Hawaiian island of Oahu, PHNSY & IMF is a major regional ship maintenance center, serving about 35 homeported surface ships and submarines of the U.S. Pacific Fleet, as well as transiting fleet units and visiting ships of allied navies.

"The best place to learn what an ED does is at a shipyard," said CDR Kent Kettell, Director of the Quality Assurance Office and the coordinator of the Engineering Duty Qualification Program (EDQP). At a small command, an Engineering Duty (ED) Officer might devote an entire tour on a single weapons system, he explained. As a project superintendent at a shipyard, the ED could be managing 50 different jobs on a ship.

PHNSY & IMF's wide-ranging spectrum of work expanded even further in April 1998 when Pearl Harbor Naval Shipyard merged with Naval Intermediate Maintenance Facility, Pearl Harbor to become the Navy's first ship maintenance facility to execute both I (intermediate) and D (depot) level work.

The present workforce of 3,700 civilians and 600 military personnel has been fully integrated. It's not unusual to have a civilian supervising Sailors or a service member in charge of civilians, noted CDR Kettell.

PHNSY & IMF is also the first shipyard to shift from the Navy Capital Working Fund to Mission Funding to improve its financial management.

"Being located in a Fleet concentration area helps give the Shipyard a steady and relatively even workload," added CDR Kettell. In FY02, I-level work is projected to make up nearly half of the workload. These short-term maintenance and repair availabilities, including voyage support, range anywhere from a weekend to two months in duration. D-level work is composed of CNO-scheduled availabilities involving much more complex repairs, maintenance and upgrades, and usually require dry-docking the ship. In addition to conducting seven Selected Restricted Availabilities (SRAs) and a Depot Modernization Period (DMP), PHNSY & IMF will begin its first Engineering Refueling Overhaul (ERO).

"The work is challenging," said LCDR John Szatkowski, currently Deputy Project Superintendent (DPS) and Ship Safety Officer for the *USS Cheyenne (SSN 773)* SRA and the Command's Diving and Salvage Officer. "You're given a lot of responsibility -- almost instantaneously, if you want it."

Trained in surface warfare, he reported to the Shipyard and was assigned as Deputy Nuclear Assistant Project Superintendent on the *USS Greeneville (SSN 772)* SRA. Five months later, he headed the high-profile assessment and repair effort on the submarine after it collided with a Japanese training ship.

LCDR John J. Szatkowski checks equipment tags pierside as part of his duties as Ship Saftey Oficer for the USS Cheyenne (SSN 773) SRA at Pearl Harbor NSY & IMF. (Photo by Marshall Fukuki)

LCDR James Smith reported to the Shipyard's Production Resources Department in December 1999 and assisted in the optimum allocation of scarce manning to projects. After three months, he transferred to management teams for four different submarine availabilities before moving to the Business Operations Office.

"It's very diverse; a little bit of everything," he said of his time in the Shipyard. "There are many opportunities, all challenging and rewarding.

See ***Challenging Opportunties,*** page 18

Emergent Ship Repair in Southwest Asia: Teamwork At Its Best

By CDR Robin Belen, COMLOG WESTPAC (N43), Singapore

Imagine. You are on deployment, getting underway from the pier to head off to your next exotic Western Pacific port. As you begin to maneuver to depart the basin, you feel a sudden shudder under the hull and hear a loud BANG. You immediately go back alongside the pier and contact the local repair facility to investigate. If you are in South East Asia, you will be calling the COMLOG WESTPAC (CLWP) Maintenance team. That is exactly what *USS Curts (FFG 38)* did during their recent CARAT deployment.

After returning to the pier and calling CLWP, arrangements were made for divers to conduct a running gear inspection. The divers discovered that an oil drum filled with cement hit the propeller when the nylon line it was attached to got wrapped around the shaft. They also discovered damage to all five of the propeller blades and a sheared rope guard. They made a video recording of all the damaged areas and turned the tape over to COMLOG WESTPAC. The Maintenance department called NAVSEA 00C and COMNAVSURFPAC and set up a video-teleconference to review the tape. Damage to individual blades could have been overcome, but with all blades damaged to some degree, as well as potential damage to the hub, the underwater ships husbandry expert, Mr. Mike Dean, decided a waterborne change out would be the most prudent course of action.

The Maintenance team at COMLOG went into action. The

Photo by MDSU1 divers

SEVENTH Fleet diving and salvage officer, LCDR Rick Thiel, while himself off on another salvage mission with *USS Safeguard (ARS 50)*, started making calls to put together a dive team. Unfortunately, many of the PACFLT divers were already engaged in a number of assignments including the *Safeguard* operation, the *Ehime Maru* project and CARAT deployment on *USS Rushmore (LSD 47).* A team was finally put together from MDSU 1 in Pearl as well as CDU San Diego. In addition to providing the USN diver support system, U.S. Naval Ship Repair Facility (SRF) Yokosuka also provided three qualified divers to assist. Mr. Geoff Healy from NAVSEA arrived with LT Ron McClellan and a commercial dive team to weld the rope guard back in place. The blades were available in Yokosuka and were delivered on a NALO flight to Singapore in a matter of days.

Between the USN and commercial dive teams, repairs were effected in just seven days. One day per blade had been the original goal but unforeseen delays, like damage to several bolt removing powerheads, shifted the schedule slightly to the right. In the end, *USS Curts* was back with the CARAT task force in time for the Philippine phase of CARAT 2001.

If that doesn't impress you, imagine you are on the SEVENTH Fleet flagship and you are deployed on a diplomatic mission throughout SE Asia when you suddenly discover a wiped bearing on your main reduction gear. You now find yourself C4 at a remote SE Asian port. Again, you call the maintenance team at CLWP for assistance. FTSCPAC DET Pearl Harbor representative Mr. John McTee shows up on site and directs the rebabbitting and machining of the bearing at a local facility and you are able to sail on time to meet your follow on commitments.

How about this: you are on your way to the Arabian Gulf and you develop a hole in your Aux steam piping that results in a C3 CASREP. Couple that with several C2 CASREPS on other piping systems and you find yourself in need of several emergent repairs. You call CLWP and they arrange a fly away team of welders, QA specialists and equipment from the WESTPAC tender *USS Frank Cable* (AS *40)* to meet your ship in Phuket to effect repairs and make you battle ready to support your upcoming mission. Or, you pull into Guam for an extended port visit and remember there used to be a SRF here that you find out is now Guam Shipyard (GYS). You want to take advantage of

See, ***Emergent Ship Repair,*** page 18

Ship Repair Facility Yokosuka Replaces USS Kitty Hawk (CV 63) Main Engine

By LT Alexander Bullock, III, U.S. Naval Ship Repair Facility, Yokosuka

Yokosuka, Japan is the home to 11 Forward Deployed Naval Force (FDNF) ships assigned to Commander SEVENTH Fleet. Since 1947, the U.S. Naval Ship Repair Facility (SRF) has served the men and women of the SEVENTH Fleet by keeping their ships in the highest state of material condition of readiness. With over 50 years of experience in the repair and modernization of U.S. Naval ships, the majority of the work requested by our customers has become routine. But occasionally a new project comes along that challenges us to live up to our motto: "NAN DEMO DEKIMASU" or "We can do anything".

Two days prior to the *USS Kitty Hawk (CV-63)* returning to Yokosuka from her spring deployment, in June 2001, the ship suffered a significant casualty to one of her four main propulsion turbines. The casualty began when watch standers observed a steady decrease in main condenser vacuum pressure and ended when the space supervisor heard unusual metallic noise coming from the aft LP turbine journal bearing. The ship immediately stopped and locked the shaft to prevent further damage to the engine. Unusual metallic noise emanating from any turbine is a sign of serious problems, but how serious?

The answer to that question and many more became the responsibility of SRF's Carrier Project Management Team. That team, led by Mr. Vic Phillips, is made up of U.S. civil servants, Japanese personnel assigned to SRF, an Engineering Duty (ED) Officer, and members of the *Kitty Hawk* crew. Determining the extent of damage was the first task for the team. An inspection of the aft LP Turbine bearing and journal revealed minor wear along the bearing's surface and no damage to the journal. The situation looked promising and everyone let out a sigh of relief. But the story can't end there! Further exploration of the shaft beneath the aft labyrinth seals explained the metallic sound emanating from the turbine. All of the teeth on the labyrinths were missing, metal shavings were everywhere, and the shaft was scored so severely that a pencil could fit between the grooves. With the problem identified, it was now time to determine the repair procedure.

Developing a repair procedure to restore the turbine to perform at its designed operating capacity was not an easy task. The procedure had to be based on sound engineering analysis, and timely enough to fit within the ship's short ready for sea (RFS) posture, a daily fact of life faced by the team supporting the ships of the Navy's FDNF. Being the only forward deployed carrier, operational planners of the Battle Force SEVENTH Fleet need to know how soon the *Kitty Hawk* can get underway for unrestricted operations on any given day. Of course, any repair plan must be economical. Senior members from the Carrier Type Desk Office, Production Department, Design Division, and Planning and Estimating Division assembled to discuss available options. In place machining of the shaft was the most desirable course of action, factoring in the ship's RFS status and impact on the crew. SRF had performed similar repairs on another turbine journal during a previous availability with great success. The least desirable, but maybe most obvious option involved changing out the engine, a feat

Above: Aft LP Turbine Shaft (Photo courtesy of SRF Yokosuka)

Above: Members of the Rigging Shop raising the Upper Turbine casing to the Hanger Deck. (Photo courtesy of SRF Yokosuka)

See ***CV 63 Main Engine Replacement,*** page 19

Warship Acquisition for the Royal Navy

By CDR Kerry Farrell, NAVSEA Tech Rep, Bristol England

The United Kingdom (UK) Ministry of Defence (MoD) currently has several major acquisition programs in progress to support the future requirements of the Royal Navy. Many of these programs have direct parallels to U.S. Navy programs and may be of interest. Highlights of the key projects include:

Type 45 Destroyer. Six ships, in an expected class of twelve, 7,200 ton air defense destroyers have been placed on order. The ships will be equipped with the Principal Anti-Air Missile System (PAAMS) , a joint development program with France and Italy. They will be fitted with an Integrated Full Electric Propulsion system and will be the first ships to employ the WR-21 advanced cycle gas turbine engine. Lloyd's Register Naval Ship Rules have been selected for use on this project. *HMS Daring*, the first ship of the class is expected to be placed in service in 2007.

Astute Class Submarine. The MoD has ordered the first three in this new class of nuclear attack submarine and the boats are currently under construction at the BAE Marine shipyard in Barrow-in-Furness, England. In addition to the design and build of the submarines, the prime contractor will be responsible to provide eight man-years of support, highlighting the emphasis now being placed on the control of through-life costs. The first ship of the class, *HMS Astute* is expected to be placed in service in 2005.

Future Aircraft Carrier. Invincible Class carriers will be replaced by two new larger carriers from about 2012. This project is currently in the assessment phase with the industry teams led by Thales and BAE Systems. Both STOVL and CV JSF variants are being looked at during this stage of the project with the more detailed design work awaiting a decision on which option will be ultimately be taken forward.

LPD Replacement. Two 19,000 ton ships, *HMS Albion* and *HMS Bulwark* are currently under construction at the BAE Marine shipyard. The same project team is responsible for the acquisition of a new class of LCU and Landing Craft Vehicle and Personnel (LCVP). Both ships will be placed in service with the Royal Navy in 2003.

Alternative Landing Ship Logistic. These 16,000 ton ships will be operated by the Royal Fleet Auxiliary and are designed to transport troops, stores, equipment and vehicles world-wide and deploy them into battle. There are four ships currently on order with the first to be delivered in 2004.

Other programs: In addition to those ship programs mentioned above there are also several important programs still very early in the procurement cycle. These include the Future Attack Submarine (FASM) and the Future Surface Combatant (FSC). The trimaran is a candidate hullform for the FSC and is being evaluated on the RV TRITON, the trimaran demonstrator which recently visited the U. S. East Coast.

ACQUISITION ISSUES:

Smart Procurement: The MoD has radically overhauled procurement processes in order to provide *Capability Acquisition* that will be "Faster, Cheaper and Better." Key changes include: a more flexible approach and greater openness; streamlined approvals and oversight; the establishment of IPTs; clearly defined customer supplier relationships and a completely restructured acquisition organization.

Naval Class: The MoD and Lloyd's Register have worked together on the development of Lloyd's Naval Ship Rules and the application of the Rules is expected to be a key element in most (if not all) future UK ship acquisitions. In addition to the selection of Lloyd's Register Naval Ship Rules for the Type 45 Destroyers, several Type 23 Frigates have been entered into Naval Class. These ships will be maintained in Class.

If you would like additional information about any of these programs please contact me at: 011-44-117-913-5031 or by email at farrellm@mail.nctams-london.navy.mil

NSWC Crane Celebrates 60 Years of Military Service

By NSWC Crane Public Affairs

On 19 May 2001, the Crane Division, Naval Surface Warfare Center (NSWC Crane), celebrated its 60th Anniversary in conjunction with Armed Forces Day.

NSWC Crane was originally built as an inland Naval Ammunition Depot at the start of WWII. Located in the heart of Southern Indiana on 100 square miles that were reserved as a State Park in the 1930s, Crane has beautiful scenery, an 800-acre man-made lake, and an abundance of wildlife. Commissioned on 1 December 1941 as Naval Ammunition Depot, Burns City, its initial mission was to prepare, load, renovate, receive, store, and issue all types of ammunition, including pyrotechnics and illuminating projectiles, and to act as a principal source of supply during WWII.

CDR W. B. Short was the Civil Engineer in charge of construction of the depot. VADM W. B. Short, CEC, USN(RET), who celebrated his 98th birthday earlier this year, returned to join NSWC Crane for the 60th Anniversary, as he had for the 1st and 50th Anniversaries, and to serve as Grand Marshall for the Armed Forces Day parade. He traveled from his home in San Antonio, Texas, to participate in the celebration. "Crane was my first big job as a junior Officer and probably my best. It occupies a special place in my heart…"

In May 1943, the depot was renamed Naval Ammunition Depot, Crane, in honor of Commodore William Montgomery Crane, the Navy's first Chief of the Bureau of Ordnance. In the years after the end of World War II, Crane began to develop expertise in engineering and electronics. In 1959, Crane was assigned responsibility for providing scientific and engineering support to new Bureau of Weapons product areas. These new assignments included projects in such areas as electronics, rotating components, batteries, missile components, and aircraft/ avionics equipment.

CAPT Scott Wetter (left), Commanding Officer, discusses 60th Anniversary with Mr. Duane Embree (right), Executive Director and U.S. Congressman Brian Kerns (center) (7th District, Indiana). (Photo courtesy of NSWC Crane)

With sustained Ordnance roots, now enhanced by a partnership with Crane Army Ammunition Activity, Crane has seen the coming of new challenges in the areas of ordnance, electronics, electronic warfare, and logistics. In meeting those challenges head on, Crane matured into a highly effective acquisition and technical organization. Crane serves a modern and sophisticated Navy as a recognized leader in diverse and highly technical product lines such as microwave devices, acoustic sensors, radar systems, pyrotechnics, small arms, microelectronic technology, and more. Crane continues to provide enhanced methods and technology in the production of modern sea, air, and land-based combat weapons systems.

(left): Grand Marshall of the Armed Forces Day Parade, VADM W. B. Short, CEC, USN (Retired). (Photo courtesy of NSWC Crane)

NSWC Crane was at the forefront in supporting the men and women of our military throughout WWII, Korea, Vietnam, Desert Storm, Bosnia, and a multitude of different conflicts and peacekeeping missions around the world. Today this support is made possible by the outstanding loyalty, service, hard work, and responsiveness of over 3,900 employees, including Navy Civilians, Army Civilians, and 50 Active Duty Military members.

Through the years Crane's various roles have evolved with the changing times. Today the depot is known as Naval Surface Warfare Center, Crane Division, and it continues to position itself to better serve the military of the future.

It is difficult to predict exactly what the future will hold for the next 60 years at Crane, but it is certain to be demanding! The future will be full of change, and with it, opportunity. There will be a strong but lean military, and it will continue to be busy supporting our National interests around the world. Crane will continue to be extremely aggressive in providing the Navy and the taxpayer with exceptional value and quality for each defense dollar spent in Southern Indiana.

Engineering Duty Officers at SUPSHIP San Diego Continue to Lead the Charge

By LCDR Allan A. Walters, SUPSHIP San Diego

Supervisor of Shipbuilding, Conversion and Repair (SUPSHIP) San Diego continues to lead the charge of keeping America's Navy #1 in the World. The 12 Engineering Duty (ED) Officers assigned to SUPSHIP San Diego are involved in the day-to-day waterfront maintenance and shipbuilding. As part of NAVSEA Systems Command, SUPSHIP San Diego acts as the Naval Supervising Authority (NSA) for Depot level maintenance in the South West Region and oversees New Construction at National Steel and Shipbuilding Company (NASSCO). According to CAPT Tom Coumes, SUPSHIP's Commanding Officer, "We at SUPSHIP San Diego take extreme pride in the quality product we provide as a member of the NAVSEA Corporation. We are involved in activities focused primarily on the execution and planning of New Construction and Fleet Maintenance. We are the repair organization of choice for the Southwest Regional Maintenance Center, acting as the Naval Supervising Activity working with local MSR/ABR contractors to ensure the government receives a quality product, on schedule and within budget."

SUPSHIP San Diego Project Officer, LCDR Tom Hekman, just finished the eight month Extended Dry-docking Selected Restricted Availability (EDSRA) on *USS Mobile Bay (CG-53).* The highlight of this availability was the successful installation of the SMART SHIP and All-Electric alterations. This is the first time that both SMART SHIP and All-Electric installs have been simultaneously performed on the West Coast. SUPSHIP San Diego as the NSA provided oversight for this lengthy conversion designed to allow the ship to reduce manning and make shipboard tasks easier for sailors. According to SUPSHIP Project Officer LCDR Tom Hekman "The teaming efforts between all management teams involved was the key to the successful installation of both major alterations, over 300 Type Commander work items, and numerous other minor alterations."

SUPSHIP San Diego also participated in the recent 2001 Fleet Maintenance Symposium (FMS) in San Diego held 28-30 August, entitled "Fleet Maintenance in an Increasingly Digital World." Many EDs at SUPSHIP are active members of the American Society of Naval Engineers (ASNE) and were part of the effort to put on a successful Symposium. SUPSHIP San Diego, teaming with SUPSHIP Portsmouth, fielded a high quality exhibit representing ALL SUPSHIPS located in nine regions throughout the U.S. Mobile Bay served as the tour ship for the Fleet Maintenance Symposium. The ship's SMART SHIP and All Electric alterations were the subject of a general session presentation and discussion during the symposium.

See ***Lead the Charge,*** page 18

CAPT Tom Coumes, CO, SUPSHIP San Diego (right), seated at the Head table during the delivery ceremony aboard USNS Pomeroy, the 7th LMSR Ship delivered by NASSCO.

Docking of USS Mobil Bay during eight month Extended Dry-docking Selected Restricted Availability (EDSRA).

(All photos courtesy of SUPSHIP San Diego)

The complete replacement of the Flight Deck non skid using hydro-blast equipment for removal was only one of the many jobs that were completed during the six month Planned Incremental Availability (PIL) onboard USS John C. Stennis (CVN 74).

Nanos

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The automated oil analysis system will save more than 250 Sailor-years annually Fleet-wide, while eliminating sampling, many repairs and oil changes. Improved tank level indicators and remote tank inspection equipment eliminate the need for Sailors to enter these spaces, offering annual savings of 42 Sailor-years and 746 Sailor-years, respectively.

- *Better Mechanical Components.* We also identified better mechanical seals, watertight doors, magnetic couplings, and composite pumps to reduce the time Sailors spend maintaining ship equipment. They currently spend 12 Sailor-days per year per pump repairing and replacing mechanical seals. Fleet-wide implementation of improved mechanical seals will reduce required pump maintenance by 98 Sailor-years annually. Also, new watertight doors and components are being made with longer lasting parts, which will yield an annual savings of 350 Sailor-years. Magnetic couplings have eliminated the need for time-consuming alignment, reducing workload by 82 Sailor-years per year.

- Introduction of composite pumps offers reliability twice that of metallic pumps and a 95% reduction in associated parts lists to support the pump. Total time to perform corrective maintenance is 1.5 hours vice three days with an annual Fleet-wide savings of 562 Sailor-years.

- *Better Preservation Materials Free Sailors.* High durability coatings and gel-in-the-middle sleeves eliminate many of the tedious tasks Sailors routinely perform. Easy-care tile decking is a low-maintenance improvement that eliminates waxing, stripping, and sealing decks, saving as much as 13,000 Sailor-hours annually.

FMS let us showcase our important efforts in support of the Fleet. On October 10-11 we hope to do a similar type of direct communication at Atlantic Fleet's SIMA Norfolk during the Corrosion Control Forum VII. We are committed to fulfilling our mission of "Keeping America's Navy #1 in the World" and doing that by "Getting Technology to the Fleet."

We are partnering with our Fleet customers and PEOs. We are unified and succeeding! We are getting results by transforming ourselves! And, in doing so, we are transforming the Navy of today into the Navy of tomorrow and beyond.

I want all of you to know what we are accomplishing and to help us prove to all of our fleet customers that NAVSEA provides good value!

Carnevale

Continued from page 5

to get CNO approval to commence mission funding of the consolidated activities in FY03 for the Northwest and FY03 or FY04 for the East. We anticipate more guidance in the near future.

Maintenance Training. Great strides have been taken in balancing Navy Afloat Maintenance Training System training and workload manpower requirements at IMAs with sea-shore rotation requirements in each region. Sailors are being trained and qualified in journeyman level skills. They are now being awarded an NEC that shows attainment of one of eighteen skills and will soon be detailed to a billet in the Battle Force that corresponds to the NEC.

The Fleet Maintenance Team continues to make great strides. We are seeing more uniform processes, more funding and improved material condition of our ships. We have a long way to go but the course is clear.

Sullivan

Continued from page 8

There are about 15 military in SEA 05 today, ranging from LCDR to CAPT. Their work is truly outstanding and, usually, fun! We are very busy running multiple ship designs. An unexpected consequence of a low shipbuilding budget is that we embark upon many alternative design studies. Consequently, although there are not many construction programs, there is a tremendous amount of design work going on.

One example of a "growth" area for SEA 05 is Anti-Terrorism and Force Protection. In the aftermath of 11 September, NAVSEA 05 has gotten "catapulted" into the forefront of that business. Why? Because we have been working the problem all along. We are undertaking class-by-class studies to recommend force protection measures to the fleet and to OPNAV. NAVSEA is the only place the Navy can get objective evaluations of the threat, of the protective measures, and technical recommendations on what we should be buying to protect our sailors. We are also the Navy's single point of contact for Chemical/Biological defense. Needless to say, this part of SEA 05 is very busy these days. EDs are directly involved.

Scary as the prospect of Force Protection is, it has been very gratifying to watch our engineers work through this vital process to come up with solid recommendations of the safety of the fleet.

In summary, I've been impressed by the job the command has done to consolidate the engineering functions at headquarters. We need to keep going on this process in order to provide even better support to our customers.

Challenging Opportunties

Continued from page 11

"This was my first experience with submarines," said LCDR Smith, a Surface Warfare Officer, and that required much catching up on unfamiliar equipment and procedures. "I'm learning a heck of lot that I'm sure will be helpful for the remainder of my career."

PHNSY & IMF has 19 EDs on board with room for more. If anyone is considering a move to Pearl Harbor,LCDR Smith advised, "It's definitely the place if you're looking for a challenge."

Emergent Ship Repair

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the port time and get some maintenance done before the long journey home. You contact CLWP with your requirements, and through the local MSC office in Guam, they arrange for GSY or *Cable* to come aboard to take care of your needs.

These are but a few real life incidents that represent business as usual for the maintenance team at CLWP. Teamwork with other maintenance providers throughout the theater is critical to ensure ships deployed to, or transiting through, the SEVENTH Fleet AOR maintain full battle readiness at all times. From FTSCPAC reps, to the professionals on *Cable*, the SRF team in Japan, local shipyards, the support provided by SPAWAR and NAVSEA either with tech reps on site or distance support: the team in SE Asia stands ready, anytime, anywhere.

Lead the Charge

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Another Project Officer at SUPSHIP San Diego, LCDR Allan Walters, just completed the highly successful six-month Planned Incremental Availability (PIA) for *John C. Stennis (CVN-74)* conducted pier side on the Naval Air Station North Island (NAS NI), San Diego, California. The availability was conducted by the Integrated Project Team, under the Team One Initiative, comprised with members from Puget Sound Naval Shipyard (PSNS), SUPSHIP San Diego, Newport News Shipbuilding (NNS), SPAWAR San Diego, COMNAVAIRPAC, SIMA San Diego, various local area Master Ship Repair (MSR) activities, CIS contractors, and Ship's Force. The combined effort from all activities resulted in approximately 200,000 Man Days of work that completed on time and under budget. According to LCDR Walters, "It was exciting to see this many teaming members pull together and complete a work package of this magnitude. The lessons learned from this Team One experience will benefit other Project teams in the future."

In addition to waterfront maintenance, SUPSHIP San Diego is also involved in the supervision of new construction ships. The most recent ship delivery in San Diego was the *USNS Pomeroy (T-AKR 316)* on August 14, 2001. Built by NASSCO, the *Pomeroy* is the newest large, medium-speed roll-on/roll-off (LMSR) cargo ship. *Pomery* recently completed Integrated Trials (IT) with no starred cards and was delivered seven working days later without a single open contractor responsible trial card. IT combines Acceptance Trials, Final Contract Trials, and Builder's Trials. Not only is this one of the fastest turn around times between Integrated Trials (IT) and final delivery for any ship delivered to the Navy, but *Pomeroy* also delivered 45 days ahead of contract schedule and well under the target cost. CDR Jay Renken, SUPSHIP San Diego Program Manager's Representative (PMR) said, "I have really enjoyed working for both PMS 325 and for SUPSHIP San Diego. We have worked well with NASSCO to incorporate all the lessons learned and improve the overall process with each ship we build."

SUPSHIP is aggressively preparing for the upcoming fiscal year. NASSCO is scheduled to deliver the eighth and final Watson class LMSR ship and several challenging availabilities are scheduled on a variety of ships. LCDR Bill Cobb, SUPSHIP San Diego Project Officer, is preparing for the *USS Antietem* (*CG-54)* Docking Selected Restricted Availability (DSRA) that will start in March. This is the next simultaneous SMART SHIP and All Electric alteration installation. The lessons learned from the *Mobile Bay* availability have already been integrated into this project. LCDR Walters is involved in the advanced planning for the four month Post Shakedown Availability (PSA) / Selective Restricted Availability (SRA) on *USS Nimitz (CVN-68)* that starts in January.

SUPSHIP San Diego is the spot for both New Construction and Fleet Maintenance. SUPSHIP San Diego's EDs are learning valuable skills, providing key leadership to availabilities, and making a daily impact to the United States Navy.

CV 63 Main Engine Replacement

Continued from page 13

never accomplished by SRF. So hoping for the best case, SRF's Design Division processed calculations to determine the limitations of a turbine with a smaller diameter shaft, but planning for the worst case, SRF's Planning Officer, CDR Mark Stanko, directed the inquiries into the availability of a new turbine.

After reviewing all the data, it was decided, in conjunction with the stateside turbine technical authority, NAVSSES, and our bill paying customer, COMNAVAIRPAC, that SRF would change out the turbine. The dual path planning for either the repair or replace option in the early stages of troubleshooting ensured the expeditious completion of work packages, material procurement, including a new turbine, and appropriate division of the work between in-house production shops and local contractors. SRF's CO, CAPT David W. Bella, committing to take on the job within the current ship's availability, allayed the fears on the operational side of the SEVENTH Fleet staff. Even without this one job, *USS Kitty Hawk's* FY01 availability was already the largest maintenance period for a FDNF carrier in over five years. Talk about taking on new work on day one of an availability!

Choosing the best access route for the safe removal and installation of the turbine was easy, straight above the turbine casing! Besides it was designed into the ship from the beginning. However, a lot can happen over a ship's life, especially for the oldest active ship in the Navy. The actual opening and closing the access route was a completely different story. Interference removal in the machinery space alone involved cutting main steam, HP and LP air piping, supply and exhaust ventilation ducts, and numerous lighting fixtures. Interferences outside of the machinery space proved to be as equally challenging, if not in criticality of the system, but in number of systems disrupted. It required significant adjustments to the crew's daily routine. The access route began in the machinery room and passed through staterooms, galley spaces, offices, and storerooms and ended in the hangar bay, and each space brought on its own challenges. Each was met head on by the Carrier project team. Meeting that challenge on the deck plates was the lone ED ship superintendent, LT Alex Bullock, who was backed up by his Production Officer, CDR Stephanie Douglas. He coordinated all the ship's force moves, communicated the plans of the Japanese SRF workforce and the Japanese contractors to the crew and acted as the "go to" man for problem resolution and conflict avoidance. In less than a month the access route was opened, the new turbine installed and the upper casing closed. Three weeks later all of the affected spaces were returned to the ship in better condition, and the various interferences inside the machinery room were restored in time to support the main space light off plan. Outside the machinery rooms, mess decks and offices were opened on schedule.

Replacing the main engine turbine on *USS Kitty Hawk* required the collective efforts of all the trades at SRF and numerous contractors. The project was a new and challenging experience, and was, in the end, a tremendous success. But the success did not end there. Main space machinery testing was in progress when the tragic events of 11 September occurred. Despite sea trials not being scheduled until the first week in October, all work was completed on *USS Kitty Hawk* and she got underway nine days later, on 21 September for a combined sea trial and carrier deck qualifications of her air wing, thus enabling her to be ready to answer her nation's call. This was done concurrently with and by overcoming the obstacles posed by all military activities assuming a heightened Force Protection posture, which strictly controlled access to and from the base. SRF Yokosuka once again showed its customers that we can and will live up to our motto: NAN DEMO DEKIMASU!

EDQP COMPLETIONS

- LCDR Baylosis, Benito E.	NSWCD Port Hueneme	- LCDR Kirkpatrick, Gary W.	SUPSHIP Groton
- LCDR Brougham, Wm J.	NAVSEA (SEA 05U)	- LCDR Warren, Christopher L.	Puget Sound NAVSHIPYD
- LCDR Crowe, Robert A.	SUPSHIP Pascagoula	- LT Lowery, John L.	NSWCD Port Hueneme
- LCDR Eakes, Mark W.	Norfolk NAVSHIPYD	- LT Moore, Jonathan E.	SPAWARSYSCEN SDiego
- LCDR Gill, Michael W.	SPAWARSYSCOM SDiego	- LT Phelan, John T., Jr.	SUPSHIP Portsmouth
- LCDR Harvey, Darren S.	SUPSHIP Jacksonville	- LT Short, Lee R.	NSWCD Port Hueneme

FY-01 ED FLAG OFF-SITE
U.S. NAVAL ACADEMY, ANNAPOLIS, MD
21-23 AUGUST 2001

First Row: (left to right) RADM Paul E. Sullivan, RADM Anthony W. Lengerich, RADM Dennis M. Dwyer, RADM Kathleen K. Paige, RADM Joseph A. Carnevale, Jr., VADM George P. Nanos. Second Row: (left to right) RADM(S) Paul V. Shebalin, RADM Roland B. Knapp, RADM Dale E. Baugh, RADM(S) John D. Butler, RADM George R. Yount.

FY-01 ED CAPTAINS SEMINAR
NAVAL RESEARCH LABORATORY, WASHINGTON, DC
31 JULY – 1 AUGUST 2001

First row: (left to right) CDR Jeff Reed, CDR Byron Price, CDR Joe McGettigan, CDR Peggy Feldmann, CDR Jarratt Mowery, CDR Pat Sudol, CDR Gib Kerr. Second row: (l eft to right) CDR Mike Schwartz, CAPT Jon Iverson, CDR Joe Sychterz, CDR Mike McMahon, CDR Ed Connolly, CDR Joe Campbell, CDR Kevin Taylor, CDR Rick Marvin, CDR Rich Hooper, CDR Peggy McCloskey, CDR Tom Eccles. Third row: (left to right) CDR Joe Giaquinto, CDR Charlie Behrle (Photo by Michael Savell, Naval Research Laboratory)

ENGINEERING DUTY OFFICER SCHOOL
2001B-3 Basic Course
25 Jun - 3 Aug 01

First Row (l to r): LCDR Marvin Campbell (Course Director), LCDR Steven DeWitt, CDR (S) Cam Weaver, LT Daniel Colpo, LT Seiko Okano, LTJG Kyle Olechnowicz, LCDR(S) Joel Harbour, LCDR Sean O'Malley, CAPT John Exell (Commanding Officer). Second Row (l to r): CDR Bob Vince (Staff), LT Mark Galvin, LT Joesph Dituri, LT Stephen Tomlin, LT Jay Johnson, LT Chris Riley, CDR (S) Michael Malone, LT Scott Stetson, Dr. Mary Davidson (Deputy Director), Third Row (l to r): LCDR Kurt Crake (Staff), LT Dean Watkins, LT Gary Elvik, LCDR(S) Joel MacRitchie, LCDR Garrett Farman

ENGINEERING DUTY OFFICER SCHOOL
Senior Course 2001S-3
10-21 September 2001

First Row (l to r): LCDR Marvin Campbell (Staff), CDR Dan Corbin, CDR Ray Alfaro, CDR Craig Crowe, CDR Billie Walden, RADM George Yount (NAVSEA 05), CDR Edgar Alhambra, CDR Bryant Fuller, CDR(S) George Bertsch, CDR Robert Rosen, CAPT John Exell (Commanding Officer) Second Row (l tor): CDR Bob Vince (Course Director), CDR Charlie Victory, CDR(S) Bob Kaufman, CDR(S) Gary Sweany, CDR Greg Porpora, CDR Robert Noelsch, CDR Kevin Terry, CDR Joe Schoppy, CDR Bruce Watkins, CDR Cloyes Hoover Jr., LCDR Kurt Crake (Staff) Third Row (l to r): CDR Greg DeVogel, CDR Gary Ayers, CDR Michael Golden, CDR Dave Brodeur, CDR Richard Hartman, CDR(S) Alex Desroches, CDR(S) Tim McCue, CDR(S) Craig Merrill, Dr. Mary Davidson (Director of Training)

CHANGES OF COMMAND

DATE	COMMAND	OUTGOING	INCOMING
11 JUL 2001	CO NSWCD POINT HUENEME	CAPT J. W. PHILLIPS	CAPT A. G. MAIORANO
19 JUL 2001	SUPSHIP BATH	CAPT R. D. HEPBURN	CAPT J. D. INGRAM, JR.
20 JUL 2001	CO FTSCLANT NORFOLK	CAPT E. B. MORGAN	CAPT K. G. O'BRIEN
27 JUL 2001	OIC RESUPSHIP INGLESIDE	CAPT(S) P. M. SUDOL	CDR M. J. LOGSDON
08 AUG 2001	CO NUWC KEYPORT	CAPT T. F. VIOLETTE	CAPT M. TOWNSEND-MANNING
10 AUG 2001	CO FTSCPAC SAN DIEGO	CAPT PETERSEN-OVERTON	CAPT F. J. GRECO
17 AUG 2001	PM PEO SUB (PMS 450)	RADM P. E. SULLIVAN	CAPT J. S. HEFFRON
20 AUG 2001	SUPSHIP NEWPORT NEWS	RADM(S) J. A. BROOKS	CAPT T. F. VIOLETTE

CHANGE OF DUTY

RANK	NAME	TO	REPORT DATE
RADM(S)	BROOKS, JEFFREY A.	CINCPACFLT (N43)	AUG 2001
RADM(S)	BUTLER, JOHN D.	NAVSEA (SEA 93)	JUL 2001
RADM	SULLIVAN, PAUL E.	NAVSEA (SEA 05)	SEP 2001
CAPT	BOND, ROBERT E. L.	NSWCD PORT HUENEME	JUL 2001
CAPT	CARPENTER, VALERIE E.	SPAWARITC NEW ORLEANS	JUL 2001
CAPT	DEACON, DEBRA L.	NFACENGCOHQ WASHDC	JUL 2001
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ANDERSON, CARL L.	NORFOLK NAVSHIPYD	01 SEP 2001
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REXACH, CARLOS F.	SSFA MILSATCOM LOS ANGELES	01 JUL 01
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